

PI BayArea Plan

**Sustainable Communities Strategy Overview
and Role of the City of Alameda**

SB 375: a 2008 California Law

- Requires that each region develop a **Sustainable Communities Strategy (SCS)** as part of its **Regional Transportation Plan (RTP)**.
- The SCS is a forecasted development pattern that will identify locations and a transportation network to handle new growth, with specific housing, employment, and environmental goals
- Does not change local control, but should give new incentives to jurisdictions planning for sustainable growth
- Connects to **Regional Housing Needs Allocation (RHNA)**

Plan Bay Area

A Sustainable Communities Strategy to enhance the quality of our neighborhoods and natural environment

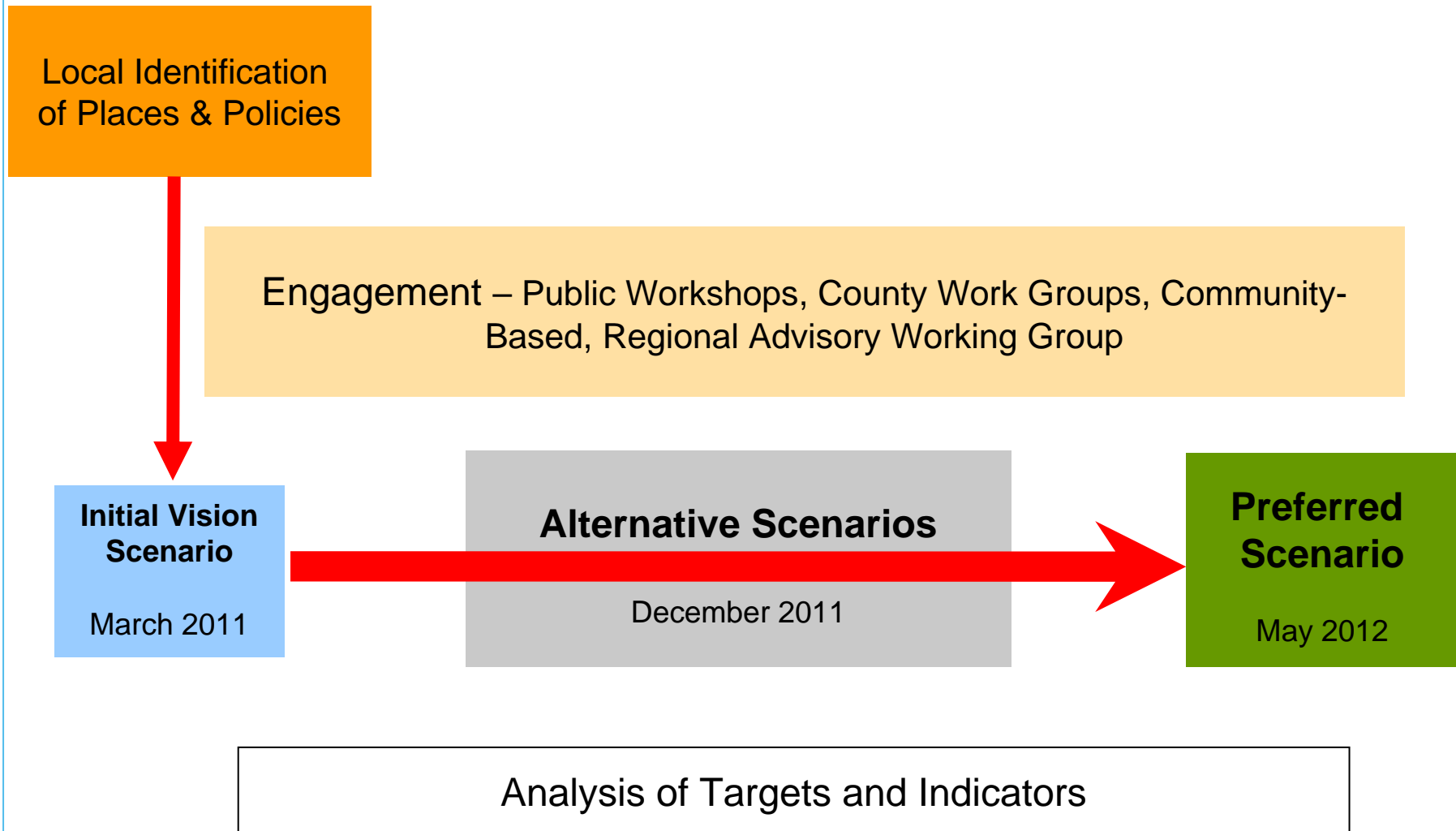
- It accommodates most growth within five percent of our regional land to preserve natural resources and reduce consumption of water and energy.
- It brings jobs, housing, services and amenities closer together to improve the quality of life of all residents.
- It provides a wide range of transportation options.



Sustainability Vision: City of Alameda

- **General Plan Policies**
- **Transportation Element Update**
- **Alameda Point Element**
- **Northern Waterfront Element**
- **Housing Element**
- **Climate Action Plan**
- **Parking Ordinance Amendments**
- **North Park Street Code Amendments**
- **Growth Opportunity Areas:**
 - *NAS Alameda*
 - *Northern Waterfront*

SCS Development



Working towards an SCS

- Developed land use scenarios where cities and counties self-identified possible locations for future housing and jobs (Priority Development and Growth Opportunity Areas)
- ABAG and Housing Methodology Committee proposing that 70% of RHNA distribution be located in PDAs consistent with the SCS
- Refinement of transportation network options
- Develop One Bay Area grant to support local implementation of SCS, managed by County
- Identify policies to support SCS Implementation

Land Use Scenarios 2010 - 2040

Vision Scenarios 1 and 2: Unconstrained resources available to support high growth

- 1 million housing units
- 1.5 million jobs

Scenarios 3, 4, and 5: More realistic resource availability and reasonable planning assumptions

- $\frac{3}{4}$ million housing units
- 1 million jobs

Land Use Scenarios 2010 – 2040

Three land use patterns of reasonable planning

Core Growth	<i>Concentrates growth at selected PDAs along the core transit network.</i>
Focused Growth	<i>Growth in PDAs throughout the region with an emphasis on major transit corridors.</i>
Outward Growth	<i>Higher levels of growth in inland areas; closer to past trends.</i>



Transportation Scenarios 2010 - 2040

1. Transportation 2035 Network

- Maintain the transit network adopted in 2009; investments in maintenance and expansion at similar levels



2. Core Capacity Transit Network

- Reduces roadway expansion and boosts core transit service and frequency



Performance of five alternative scenarios

Framework for policies and strategies

- **Key Objective – Advance Bay Area’s Economic Growth**
- **Example Performance Target – Increase Gross Regional Product target by 90%**
- **Performance of alternative scenarios = 113 to 134%**
 - Economic policies and strategies might include:
 - Provision of affordable housing
 - Provision of flexible space for changing industries
 - Adjustments in labor force skills
 - Support growth in major employment centers
 - Increase access to office parks



Performance of five alternative scenarios

Framework for policies and strategies

- **Greenhouse Gas (GHG) reduction target = 15%**
- **Performance of alternative scenarios = 8 to 9 %**
- **Strategies to further reduce GHG could include:**
 - Smart Driving Campaign
 - Bicycle Network
 - Safe Routes to Schools
 - Electric Vehicle Strategy
 - Telecommuting
 - Parking Pricing
 - Further Density Increases near Transit



Performance of five alternative scenarios

Framework for policies and strategies

- **Housing target - provide housing for 100% of all population**
- **Performance of alternative scenarios = 98 to 100% assuming appropriate housing policies and investments**
- **Housing policies and investments could include:**
 - Increasing public funding for affordable housing
 - Policies to preserve and improve existing affordable housing
 - Streamlining of development process
 - Increase safety and school performance
 - Appropriate job growth



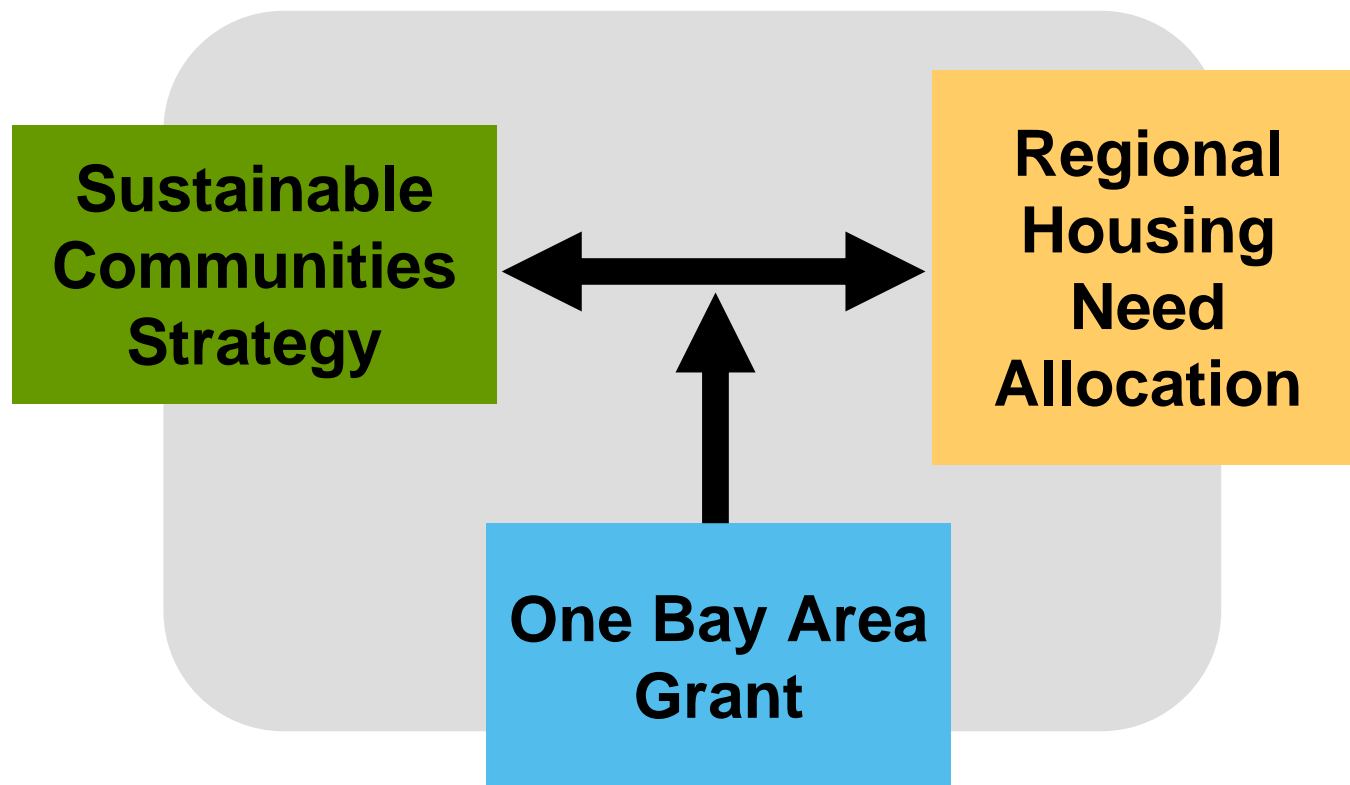
Performance of alternative scenarios

Framework for policies and strategies

- **Key Objective – Address Equity Challenges related to Affordability and Accessibility**
- **Example Performance Target – Reduce Housing and Transportation Costs by 10%**
- **Performance of Alternative Scenarios = Increase up to 9%**
- **Equity policies and strategies could include:**
 - Increasing affordable housing funding
 - Encouraging a variety of housing choices
 - Improved transit access, pedestrian and bicycle amenities
 - Increasing accessibility by bringing jobs and housing closer together and closer to transit
 - Improved community engagement
 - “Complete Community” planning that addresses schools, parks cultural centers and services



Linking long term sustainability, housing needs and local funding



Upcoming Milestones

- **Jan. 2012:** Public Workshops
- **March 2012:** Release Draft Preferred Scenario, Preliminary RHNA Methodology, Draft OneBayArea Grant
- **May 2012:** Approval of Preferred Scenario; RHNA Methodology, and OneBayArea Grant
- **Nov. 2012:** Release Draft SCS/RTP and Draft EIR
- **April 2013:** Adopt SCS/RTP, Certify EIR



Sustainability Next Steps: Alameda

- **Policies, Ordinances, and Actions**

- Housing Element
- Alameda Point Redevelopment
- Northern Waterfront and North Park Street Redevelopment
- Parking, Transit, Transportation Programs: (ex: New shuttle) Policies and Actions
- Energy and AMP Policies and Actions
- Affordable Housing Policies and Actions
- Parking, Parking Parking....
- Green Building and Landscaping Requirements
- Continued Participation in SCS process